

## CITY TRANSIT PLANS TIED UP BY LAND OWNERS

Suits of Various Kinds  
Check Nearly All  
Improvement.

NO RELIEF IN SIGHT.

Facilities Cannot Be Provided  
to Keep Pace with  
City's Growth.

ALL BOROUGH SUFFER.

Just What Is Being Done and  
Planned in Subways,  
Bridges, &c.

An amount of work, the mere contemplation of which is enough to bewilder one, has been laid out in the last few months by those individuals and bodies to whom the knotty problem of keeping New York's transportation facilities abreast with its growth in population has been entrusted.

Nineteen extensions to the Subway in this borough, the Bronx and Brooklyn have been planned, the Manhattan and Blackwell's Island bridges are being built, elaborate plans for the connection of terminals at the present congestion at the more crowded points of the city may be relieved have been made, and under the North River private enterprise is busily tunneling than the city is under the East River.

There are three sources to which the suffering people of the city of New York may look for relief from the present conditions. First and most important is the Rapid Transit Commission, which has general supervisory control over the entire situation, but which concerns itself primarily with the matter of subways and subway connections. Second comes the Department of Bridges, the function of which is the connection of the principal thoroughfares by bridges, and third comes private enterprise, which is engaged in the construction of three tunnels between this city and New Jersey, and at least two subways on Manhattan Island, which is about all the long suffering Bronx has to look for in the way of relief.

Property Owners Stop Work.

The Rapid Transit Commission and the Department of Bridges have been accused many times of foolish delay and an abnormal amount of red tape, but at the present time subway extension is being delayed by still other things. It is tied up absolutely, with the exception of Contract No. 2, which includes the line to Flatbush avenue, Brooklyn, by property owners who are fighting the condemnation proceedings that have been instituted.

In the mean time temporary expedients such as the one just put through at the Brooklyn Bridge by the doubling of platforms and staircases, will have to suffice.

Extending the Subways.

Work on Subway Contract No. 2 began when the extension of the road from the City Hall to the Battery was finished, and now the rest of that contract is being finished. When it is done the first of the Subway branches, that from the Post-Office in Manhattan to the Long Island Railroad Depot on Flatbush avenue, Brooklyn, will be completed. This will be a year at least, and perhaps more. And that is as close as we are to the first of our Rapid Transit improvements.

Now there are nineteen other extensions to the Subway system of New York, reaching every borough but Richmond, planned on paper. These have gone through the three initial steps. They have been approved by the Rapid Transit Commission, approved by the Board of Estimate and approved by the Mayor. Nothing is left but to obtain the consent of the property owners. It sounds easy, but the other three stages of the journey are child's play by comparison. The property owners do not consent.

Tied Up for Years.

In view of the fact that the whole matter of new subways is in the courts, it would be sheer folly for anyone to look for relief from this source for many years to come.

Private enterprise has done a little better in this connection, as the North River tunnels, known as the McAdoo Tunnels, show. These tunnels have been completed and work has begun on the subway in this city, which is to run to Sixth avenue and Thirty-third street. When these roads are completed they will be a tremendous relief to Jersey-men, and will do something toward lessening downtown traffic during the rush hours on the elevated roads. But so far as solving the local transportation problem is concerned, the McAdoo enterprise does little or nothing. And even if they did, the relief would be two years away. Two years is the time now fixed for the active operation of

## MRS. F. B. HARRISON, HER HUSBAND, AUTO WHICH CAUSED DEATH AND SCENE OF WRECK.



**MRS. F. B. HARRISON KILLED IN AUTO CRASH**  
(Continued from First Page.)

right side on, and immediately began to skid along through the sand on the left wheel.

It was apparent that the car was going to topple over. Mrs. Scott and her husband leaped together and cleared it. The chauffeur also jumped in time. Mr. Crocker and Mrs. Harrison, being seated on the left-hand side, were at a disadvantage when the big machine capsized.

**Mrs. Harrison's Neck Broken.**

Mrs. Harrison fell out on her head, breaking her neck. The machine fell upon her, crushing her most cruelly, but she was unconscious from the second she struck the ground. Young Mr. Crocker was caught under the machine, but was able to crawl out. Mr. Scott, but half-conscious, had sustained a terrific stroke when he jumped from the car as he alighted on his left side.

Mrs. Scott was the first to recover her senses. She screamed for help. The only houses in the vicinity are abandoned shanties, and the only witness of the accident was William Allen, who was walking along the street.

He ran to the assistance of the party and was soon joined by John C. Bowman, of Winnetka, L. I., and B. J. Gough, of No. 82 Halset street, Brooklyn. Although Mr. Crocker was severely injured, he worked furiously with the others in an attempt to lift the machine from his sister's body, but they were unable to do it until further assistance arrived.

**Fatal Termination to Illness of Famous Society Leader and Club Member.**

Friends of Robert Hargous, society cellar, clubman and originator of cotton figures, have received telegrams announcing his death last night at the Frontenac Hotel, in Quebec.

Mr. Hargous had long been in failing health. He spent the summer at Saranac Lake, in the North Woods, but failed to improve and went to Quebec. Three years ago he was thought to be dying of kidney trouble, while on a visit here from Venice, where he had been living, but subsequently rallied. He was never afterward strong, however.

Robert Hargous was the only son of Louis Hargous, who served on the staff of Gen. Worth during the war with Mexico, being at that time a banker in Mexico City. His mother was Miss Susan Gallagor, of Monroe County, N. Y. Robert Hargous was born in New Jersey. He was a member of the University, Meadow Brook Hunt, Macquet, Fencers, Metropolitan and Players clubs and of the American Museum of Natural History.

## CARTOONIST DALLBYMPLE GOES INSANE

Becomes Violent and Is  
Taken to an Asylum  
on Long Island.

LITTLE HOPE HELD OUT.

Exiled from New York by Ali-  
mony Tangle, His Health  
Breaks Down.

Louis Dalrymple, one of the most famous cartoonists in America, was taken today from his home, No. 125 East Twenty-ninth street, to a sanitarium on Long Island. He is insane, probably hopelessly.

For weeks the noted artist's condition had been a source of grief to his friends. Early this week he became violent. Yesterday afternoon he was found in a frenzy, chasing children about the streets in the neighborhood.

Those who knew Dalrymple's story are convinced that marital troubles affected his mind. Alimony demands were made upon his income through a divorce suit and he brooded over an enforced exile from New York and an ever-growing desire to return here.

About fifteen years ago Dalrymple, then forging to the front as a cartoonist for Puck, married Miss Letta Carpenter, a pretty brunette of Brooklyn. Their life together was not happy. The wife obtained a divorce on statutory grounds. By the terms of the decree she was awarded their handsome home on Madison street, Brooklyn, where she still lives.

The court denied the husband the right to marry again in this state, and ordered him to pay his wife \$75 a month in weekly installments.

Seven years later Dalrymple met Miss Mary Ann Good, an exceedingly attractive young woman, belonging to a good Baltimore family, who had come to New York on a visit. He eloped with her to Jersey, and they were married there.

But Dalrymple was compelled to give up his former wife \$75 a month as long as he retained the jurisdiction of the State Courts. He finally decided to leave New York.

He moved to Greenwich, Conn., where he continued to work for Puck, sending his copy in by mail. He used to slip into New York on Sunday, when press-servers were powerless and Puck's office had no one to call.

These Sunday visits only added to his desire to return to this city. He resolved to put a good stretch of confinement between him and the temptation. In turn he was employed on the staff of the Philadelphia Press, the Baltimore News, the Wisconsin Dispatch and the Chicago Tribune.

But a demon of unrest kept driving him on—he could not get settled and he satiated anywhere. It was a wanderlust which fed on his brain.

A few weeks ago the Dalrymples came back to town and took lodgings in Twenty-ninth street.

**Had to See Broadway Again.**

"Not even the fear of Ludlow street jail can keep me away," the big artist told his friends. "Good old Broadway kept calling me, and I had to come."

He made no change in his habits. Dalrymple, once one of the handsomest men in New York, was thin to emaciation. He was painfully nervous. He wandered in his speech.

These things kept gnawing worse. He imagined that Tommy workers had drugged him on the night before election, and he threatened to tell the world.

His antics necessitated his forcible removal from the Waldorf-Astoria. Later he was taken to the Bronx and kept in a rooming house.

The Dalrymples held out little hope of recovery for the talented cartoonist, who in his day had made millions.

**FIRE HORSES DASH  
IN AREA OF HOUSE**

Hauling Engine to Blaze, They  
Plunge Into Residence  
of A. S. Ochs.

Three big horses, hitched to Fire Engine No. 56 from the station at No. 125 West Fifty-third street, dashed into the area of the residence of Adolph S. Ochs, at West End avenue and Eighty-third street today, and dropped in a struggling mass in the driveway. It took half an hour to get them out. One was killed.

Driver Joe Calton was guiding them down the asphalt hill of Eighty-third street, leading to West End avenue, in answer to an alarm from West End avenue and Ninety-third street.

The strain in the reins on a green horse on the right side was slightly too great for the animal, and he reared and dashed into the engine.

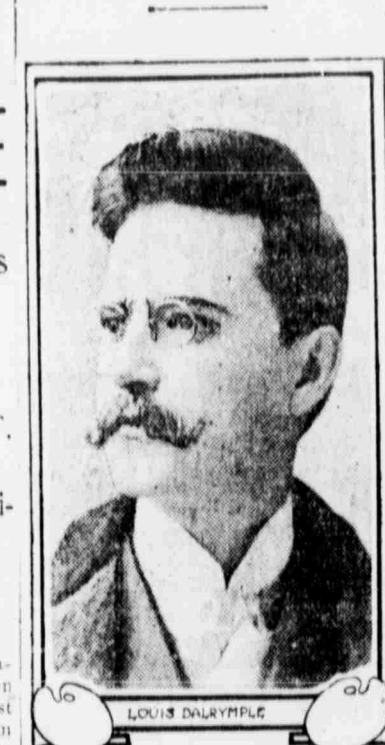
The shock snapped Calton loose from the seat strap and threw him to the sidewalk, but he was not injured. The gray horse on the right side was slightly hurt on the nose and eye. According to the pole of the engine was snapped.

Engine Company No. 74 and Hook and Ladder No. 25, coming up West End avenue, almost ran into the engine, guided out and had to take the sidewalk to avoid a collision.

Police and firemen rigged a block and tackle and finally got the battered horses out of the driveway. The engine was not damaged beyond the pole snapping.

One of the horses, a bay, was killed. The other two were injured. The engine was not damaged beyond the pole snapping.

## CELEBRATED CARTOONIST LOSES REASON.



## TROOPS MUTINY IN SEVASTOPOL; CITY IN PANIC

Czar's Soldiers and Sailors  
Join Workmen and Rally  
Under Red Flag.

SEVASTOPOL, Nov. 25.—The sailors of this port and the Great regiment have mutinied and joined the workmen, who are holding a meeting under the red flag.

The city is in a state of panic. The sailors yesterday attempted to hold a meeting and Rear-Admiral Pavalov announced that the meeting would be dispersed by the use of force, whereupon the sailors fired on and wounded the Admiral.

ST. PETERSBURG, Nov. 25.—4:30 P. M.—Details of the mutiny at Sebastopol are not available at the Admiralty, the despatch of the Associated Press from the war port giving the first intimation of the outbreak.

## FEARS NEW TUNNEL WILL RUIN BUILDING

Brower Protests Against Plans  
on Chambers Street  
Line.

John L. Brower, owner of the property at Nos. 282 and 284 Washington street, has filed with the Rapid Transit Commissioners a protest against the application of the Interstate Tunnel Company for leave to build a tunnel under Chambers street from the Hudson to a point near Park Row.

In the protest it is set forth that the land between Greenwich and West streets, north and south of Chambers street is "made land," and if the roof of the proposed tunnel at Washington street should be thirty-three feet below the grade, as planned, the excavation would be in the former bed of the river.

Mr. Brower also says that the tunnel would be very heavy at this point, and if the streets were encumbered or opened business could not be carried on. Then he says he realizes that the tunnel is a great public work, and he has no desire to unnecessarily impede its progress, but he asks the Board to guard against damage to buildings by the tunnel.

He asks that the Interstate Tunnel Company be held responsible for all damage to buildings by the tunnel, and that the Interstate Tunnel Company be required to give a bond in the sum of \$100,000 to that end, and that if the company desires to tunnel under any building, it be required to buy the building and have it condemned by legal proceedings before the building and the lot on which it stands.

**ENDING LIFE WITH  
PISTOL IN OFFICE**

William H. Merritt, of Coal  
Dealers' Firm, Puts  
Bullet in Head.

With a yard of gauze wrapped about the muzzle of his revolver to steady his trembling hand and deaden the sound William H. Merritt, sixty years old, a member of the firm of C. S. Shilberg & Co., coal dealers, shot himself in the head today while in his office on the sixth floor of No. 25 West Forty-second street.

A year ago Mr. Merritt suffered a stroke of paralysis and since then he has been unable to do his work. He has been confined to his bed and has been unable to get up for some time.

At noon Mr. Shilberg stepped out of the room to wash his hands before going to lunch. He returned in a few minutes later and found Mr. Merritt lying on the office floor. He had heard no sound on account of the gauze which the suicide had wrapped around the muzzle of the gun. Blood was pouring from Merritt's right temple.

Shilberg recovered from the shock he notified Policeman Bauer, S. S. Shilberg of the Flower Hospital, came in an ambulance and pronounced Merritt dead.

Mrs. Merritt and a stepdaughter, Mrs. Forman, were told of the death of Mr. Merritt and left for the office at once.

## POWERS FEAR WAR IN ACTION AGAINST TURKEY

Austria Ready to With-  
draw If Some Other  
Nation Leads Way.

VIENNA, Nov. 25.—Austria will continue to take part in the international action against Turkey as long as the Powers act unanimously. But if any Powers desire to withdraw, and does so, Austria will follow suit.

The possibilities of serious complications are not ignored here. The Government still hopes and expects that the Sultan will accede to the demands of the Powers. Austria is now moving troops toward the southern frontier, despite reports to the contrary. The statement that she contemplated a movement on Salonica is categorically denied.

The Powers will refrain from sending warships to Salonica, because such action would surely serve to create restlessness in the Balkan States and tend to make them think the present an excellent opportunity to begin embarrassing Turkey.

There is practically no doubt that the note of Russia and Austria to the Balkan States warning them not to interpret the naval demonstrations as a good opportunity to harass Turkey will have the desired effect. Russia initiated this action with Austria in behalf of the Powers.

**Fleet Has Sealed Orders.**

ATHENS, Nov. 25.—The international fleet assembled at Piræus for the purpose of making a naval demonstration against Turkey in support of the demands of the powers for the financial control of Macedonia, sailed at noon today under sealed orders.

British and French torpedo boats were left behind to keep up communication with the fleet.

CONSTANTINOPLE, via Sofia, Bulgaria, Nov. 25.—The ambassadors of the Powers at a conference just held, decided to proceed with the naval demonstration as the best reply to the Porte's note.

There is absolutely no sign among the Mussulmans of Constantinople that they are in the least way disturbed concerning the question of the financial control of Macedonia. The vast majority are not aware that such a question exists.

**BOY DROPS DEMIJOHN  
WHEN AUTO HITS DOG.**

Spilled Claret, Mistaken for Gore,  
Makes Crowd Shudder—Lady  
Assists Lad.

Loud cries of anguish and what appeared to be a huge pool of blood attracted a crowd on Broadway early today, and passing pedestrians were about to telephone for an ambulance, when the suspected tragedy resolved itself into a trifling accident to a small yellow terrier and a smashed bottle of claret.

Little Peter McLaren, of No. 336 Seventh avenue, was on his way to deliver a demi-john of claret. He was leading his newly found canine pet, "Tom Sharkey," by a piece of string. A great touring automobile dashed by as the boy crossed the street and the lingering tyke got under the wheels.

Peter and "Tom" raised united howls. The demi-john of claret, forgotten in Peter's grasp, fell to the sidewalk and was smashed. The heartless automobilists dashed on.

A benevolent lady sought to comfort the distressed Peter by offering him a dollar bill.

"I don't want yer money," whimpered the lad in broad Scotch accents. "Ma dog's hit and ma bottle's busted."

The kind lady suggested the dog hospital at Fifty-third street, and with a rueful glance at the spilled wine, Peter gathered up his pet, and accompanied by his benevolent friend, walked off to the canine house of relief.

**PASSING OF PORRIDGE.**

Makes Way for the Better Food of a Better Day.

"Porridge is no longer used for breakfast in my home," writes a loyal Briton from Huntsville, Ont. This was an admission of no small significance. "One bright up" on the time-honored stand-by.

"One month ago," she continues, "I bought a package of Grape-Nuts food for my husband, who had been an invalid for over a year. He had passed through a severe attack of pneumonia and a gripe combined and was left in a very bad condition when they passed away."

"I tried everything for his benefit, but nothing seemed to do him any good. Month following month and he still remained as weak as ever. I was almost discouraged about him when I got the Grape-Nuts, but the result has compensated me for my anxiety."

"In the one month that he has eaten Grape-Nuts he has gained 10 pounds in weight, his strength is rapidly returning to him and he feels like a new man. Now we all eat Grape-Nuts food and are the better for it. Offer from pains in the stomach—after eating the old-fashioned porridge, has no more trouble since he began to use Grape-Nuts, and I have no more doctor's bills to pay for him."

"We use Grape-Nuts with only sweet cream and find it the most tasty dish in our bill of fare."

"Last Monday I ate 4 teaspoonfuls of Grape-Nuts and cream for breakfast and got my morning's work done by 9 o'clock, and felt less tired, much stronger, than if I had made my breakfast on meat, potatoes, etc., as I used to. I wouldn't be without Grape-Nuts in the house for any money." Name given by Postum Co., Battle Creek, Mich. There's a reason.

Read the little book, "The Road to Wellville," in page.

**Tenants Wanted**  
Rooms, Houses, Apartments,  
Stores, Offices, Lots, Etc.  
TO LET  
Will be world-famous to-morrow in  
SUNDAY WORLD'S WANT DIRECTORY